NEW PUBLICATIONS.

TRAYELS IN GERMANY.

GERMANY SEEN WITHOUT SPECIACLES. By HENRY ROCIALS FOR D. 2006 Leek Shepard.

Mr. Ruggles looking about Germany with unobserved eyes finds more to blame than to praise. He shows an admiring appreciation of the henselve of the Germans and of their promptitude and meorrogutibility in administering justice; he takes delight in their music, in their trait of thoroughness, in their sobriety and their faculty for enjoying themselves in simple ways—for the rest he has many faults to find. He grown impatent in centerplating the enormous standing army which "demoralizes the dignity of labor and produces all trades and professions and those curaced in them." The degradation of the women of the lower classes to the position of beasts of burden he lower classes to the position of beasts of burden he lower classes to the position of beasts of burden he laws almost invariably with them work or starvation. The women and the children are forced by circumstances to consider rather than for the critic of social traits.

In this criticism of this phase of German life Mr. Ruggles, like many other travellers in the land of the Kaiser, is hardly just. There is a sone struggle for existence among the crewded poor in Germany. It means almost invariably with them work or starvation. The women and the children are forced by circumstances to consider rather than for the critic of social traits.

Mr. Ruggles is strongly opposed to foreign universities come out demoralized. He holds that in the United states they would not only have equal facilities for study but would not only have equal facilities for study but would as we time; and that a majority of the ysung men who enter German universities come out demoralized. His pictures of the startes and the political economist to consider rather than for the critic of secial traits.

Mr. Ruggles is strongly opposed to foreign universities for American students. He holds that in the United States they would not only have equal facilities for study but woul

a majority of the young men who enter German universities come out demoralized. His pictures of the rollicking, beer-drinking, duelling life in the university towns will not be encouraging to American parents. His description of a duelling scene at Heidelberg is a good example of his literary

The duellist who first attracted my attention by his gory face was evidently getting the worst of the battle. At every encounter he received fresh wounds, and unagination could not picture a worse sight than he presented. Blood was flowing down his face and body like rain and forming little pools in the sawdust that was scattered around his feet.

The scens reminded me of the bull-fights that I eral.

The scens reminded me of the bull-fights that I eral.

Only one hundred france a day, your Excel-The scene reminded me of the bull-fights that I had witnessed in Spain, only this was the more butal and inhuman of the two. It seemed every moment as if the man would, from the less of blood, fall back dead in the arms of his comrades who were watching the conflict with ferrible engerness and suspense. But not for a moment did he show signs of weakness or a disposition to give up the combat. Two or three times he signalled for a rost, that his friends might wire the blood that had gathered in his eyes and timede his sight. A glass of water that was held to his lips became as red as port wine from the blood that flowed into it from his face, but I noticed that he drank it all the same.

red as port wine from the blood that he drank it all the same.

His adversary, it was evident, was at the end to be the champion, although he had received some bad cuts, one of which came near severing his nose. He was the superior swordsman, and had given five wounds where he had received one. The man opposite him, the bloody man, was to be the "under dog in the fight." The contest had lasted thirty minutes,—it seemed hours,—and would have continued until one had been killed, had not the two surgeons interfered and ended the fight. They examined carefully the wounds of the "under dag," pronounced them so serious that the fight was declared at an end, and the two gladuators, leaning and partly supported on the arms of their brother students, were ted out into the hospital to have their wounds dressed.

Thus ended the second duel, which was fought by a member of the white-cap and one of the green-cap corps. The third duel, which was next to take place, was to be between a red cap and a green-cap. There are five separate corps in the university,

corps. The third duel, which was next to have place, was to be between a red cap and a green-cap. There are five separate corps in the university, which are designated in the streets by the color of their caps,—the whites, reds. blues, greens and yellows. Among the 800 or 900 students in Heidsleer, only about sixty belong to them. The white-caps are the most numerous, and they number about sixteen. The corps are very arisocratic and very select. The members are supposed to belong to the nobility and to the best German families, with only the best blue blood flowing through their veins. To become a member it requires as much in fluence, diplomacy and red tape as to belong to the most select of the London clues. Wheever is admitted is under the necessity of fighting duels; that is, they are not under the necessity, but if they don't fight they are tabooed as cowards, and Heidelberg would become an uncomfortable place of residence for them ever after. If they don't colunteer, the president of a corps volunteers them, or rather appoints then, to meet adversaries, and then there is no showing the white feather; they must fight, and they do.

In the dielling hall all the members of the differ-

In the duelling hall all the members of the differant corps, with one or two exceptions, were present.
They all appeared to be over twenty-five years of
age, and physically were splendid-looking fellows.
I don't think there were half a dozen among them
whose faces did not bear evidence of these bloody
condicts. Their cheeks and foreheads were scarred
and inrrowed by deep welts crisscrossing each other,
and occasionally furrowing down through the
mouth and chin. I observed that the noses of two
or three had been grafted on and had badly healed.

The waiting for the third duel was long and tedi-The waiting for the third duel was long and tedipus. The sword-sharpener, an old gray-headed
man, came into the hall two or three times, bearing
treshly ground weapons, which he placed in conrenient positions. Another man came and scattered
fresh sawdust to cover the blood where the last
lucilists had stood, that those who were to follow
might not "stand on slippery places." It was like
the little episode in the Spanish bull-lights when
the arena has been cleared of the dead bull and
horses, and occasionally the dead bull ighter, and
the attendants ceme in with rakes and sawdust to
shilterate the traces of the bloody conflict.
Through the open door of the hospital room I could
see the surgeons and students washing the bloody
bodies and patching up the wounds of the two who
had just fought, while others were dressing and
preparing the two who were next to measure
swords.

Ere long I heard the noise of hurried footsteps, Ere long I heard the noise of hurried footsteps, and the two men came striding into the hail, each surrounded by several friends, and a surgeon supporting their sworn arms. The first glance at them, with their black goggles, mutted throats, etc., reminded me of professional divers with their armor on ready for service. There was no waiting or hesi tating; in a moment the men were placed in position, swords placed in their hands, the signal liven, and the bloody work began in earnest.

I was told that this was an "aftair of honor," and that some affront or imagined insult was to be cancelled or wiped out with blood. It seemed an uneven match. One was a tall, powerful athlete, while his adversary was small and below the ordinary stature. But in sword du is the victory is more apt to go with the scalar and more agile of the two.

Finally the small man received a blow on the head which was to end the day's "sport." Although twenty feet distant, I heard the sword strike the skull with a peculiar thud, which I knew had a terrible meaning. A large lock of hair fell to the floor from his head, and I could see by the twitching of his body and the partial closing of his way. The steal converse that the blow had twitching of his body and the partial closing of his syes through the steel goggles that the blow had nearly stunned him. In a moment his face was covered with blood, which flowed freely down his body and formed a pool in the sawdust at his feet. The seconds instantly cried. "Halt," and the surgeons and the friends of the wounded man rusted forward and caught kim in their arms. His wound. er a hasty examination, was pronounced serious, the was led away, weak and tottering, to the

The pervading odor of sauer-kraut also greatly disturbed Mr. Kuggles. He declares that the dis-agreeable part of travel in Germany is the necessary submission to the indescribable smells arising from the constant cooking in various ways of the national vegetable. Hardly "indescribable," however, for he goes on to say that about the preparation of sauer-kraut there is a mixture of barbarism, Oriental and menageric odors that makes one imagine that he is in one of the resurrected graveyards or tembs of the ancient Egyptians.

Mr. Ruggles is pleasantly enthusiastic about the magnificent music of Germany, but we cannot but think him mimaken when he speaks of American student at the Stuttgart Conservatoire as having been in their own country musical profligies of the Battle of Prague, negro melody and Moody and Sankey bymn order. The serious, scientific study of music is not undertaken by persons possessing that sort of taste, which, however excellent in itself, does not lead to dreams of a great foreign school.

Mr. Ruggles writes briskly, often ungrammatieally. He chats and gossips, slashing right and lett with stoot American prejudices, and has withal made an entertaining book. He tells many anecdotes, among which the following is perhaps the

Most every day, however, Von Moltke can be seen on change of base on the tariff the insidious progress

"But what have you done that you should need to be pardoned?" asked the general.

"This room,—it is not the room for your Excellency. It was a mistake. I did not know it was General you Moltke. I have rooms for you below.—an elegant suite of rooms,—may I beg you to have your baggage removed to them at once?"

"May I sek what is the matter with this room?" inquired the general, who has stripped off his coat and vest and rolled up his shirt-sieeves preparatory to taking a wash after his dusty journey; "I have slept for years in quarters not so good or comfortable as this."

"It is too small for your Excellency, and the furniture is too ordinary. The rooms which I have for you below are those which I reserve for princes and distinguished guests."

"What is the price of them?" inquired the general.

"And the price of this room is how much?"

"And the price of this room is how much?"

"A bigatelie, your Excellency—but three francs."

"Well, as my stay in Ragatz is short, you must excuse me if I do not change my quarters. I think I shall sleep as sound on that bed as on any bed in your house." And the great military strategist, whose military genus had more to do in bringing about the great victories in the Franco-Prussian war than any one else, was allowed to temain undisturbed, much to the annoyance and chagrin of the landlord.

LODGE'S LIFE OF DANIEL WEBSTER.

DANIEL WEBSTER By HENRY CAROT LODGE, p.p. 372. American Statesmen Series. ton, Mifflin & Co.

In The Atlantic Monthly for February, 1882, a paper appeared on Daniel Webster by Mr. Lodge The present volume is an amplification and elaboration of that paper. Not much new material has been available for the work. Whoever writes of Daniel Webster must still depend mainly upon the exhaustive biography of that statesman by Mr George Ticknor Curtis. The tendency of recent criticism, however, is less apologetic and therefore on the whole more trustworthy than that which of Mr. Lodge to " nothing extenuate," while it can-And he has succeeded in bringing out some points in a new light; as for instance the curious fact that in the Dartmonth College case Webster was very far from perceiving the importance of the constitutional argument relative to impairing the obligations of contracts. The case went up to the Supreme Court of the United States on that point, but Webster regretted the fact, and did not consider it the vital one. The gradual expansion of Webster's intellect is very skilfully shown, and the remarks upon his forensic abilities are for the most part judicious and appreciative. There can be no doubt that at the beginning of his public career Webster was inclined to florid and gaudy rhetoric, and that his observation of the style and tactics of wholesome effect upon him. His own taste was naturally pure and his perceptions refined, and not being too proud to learn, be quickly chastened and improved his oratory until he had acquired a style equally remarkable for its force, clearness and simplicity. Mr. Lodge's estimate of Webster's rank as an orator is very high indeed, and we think justly so. But it is somewhat odd that it has not occurred to him to compare the style of the Amercan statesman with that of the one living English orator with whose modes of speech it has perhaps most in common-namely, John Bright's. For la the speeches of the latter are found the same refreshing simplicity, the same restrained force, the same lucidity, and the same occasional passion and fire which characterize the best specimens of Webster's oratory; while both their speeches are alike free from the redundant and verbese habit which mars the best speeches of the eighteenth century, not excepting those of Burke and Sheri-

reply to Havne as constituting the zenith of his areer. For in that speech he not only made the country realize what the Union had grown to be under the Constitution, but he then and there set forth and embodied that broad and sagacious view of both Unich and Constitution which is now a primary assumption with every schoolboy, though at that time it was only dimly grasped by the best minds. Had he possessed the single-mindedness and courage necessary to the support of the positions he taid down in so masterly a way, it is quite possible that he might have precipitated the unavoidable issue with the South, and under circomstances which would have facilitated its prompt settlement. Bu though he believed nulliication and secession to be treason, his political ambition debaucted his conscience, and he ended by persuading himself that compromise was a justifi able policy. Mr. Lodge devotes many pages to a review of the 7th of March speech. We agree with him in holding that the recent attempts to vindicate Webster in that regard have been conspicuous failures. The evidence proves that he was recusant to his own better beliefs on that occasion, and that the condemnation which he suffered at the time was deserved. He occupied the place of Browning s " Lost Leader" thenceforth, and no more mel ancholy end to a splendid career can be imagined. That ambition which has been fatal to so many American statesmen proved the ruin of Daniel Webster. It blinded him to the real dangers of the attuation. It ted him to juggle with the most burning question of the time. Yet when we remember how the greatest, ablest and noblest of our public men, our authors, even our ministers, at that time condoned the dreadful wrong of slavery, and how even zealous reformers shrunk from denying the right of slaveholding, we shall do well to judge Daniel Webster as lemently as possible, and above all to judge him, not by the present ethical standard, but by shat of his own generation. Mr. Lodge has no apologies or defences for the 7th of March speech, yet he thinks that Webster's sudden change of mind on the tariff question was altogether justifiable. He says that the question was merely one of "expediency," but that is precisely the ex cuse which Webster always gave for the 7th of March speech. Nor does it at all signify whether, in exchanging free trade for protectionist views he went from wrong to right or from right to wrong. For if expediency is a sufficient apology for such somersaults, it is plan that principle and conviction can play but sebordinate parts in

statesmanship, and that for the active and ambi

tions politician there can never be any settled foundations. We should rather trace in Webster's

of that moral infirmity which manifested itself so fatally on the 7th of March.

Mr. Lodge dwells much upon the sid which Webster's physical attributes contributed to his success as a debater and a lawyer, and it is proper that such considerations should be given due weight. The presence, the look, the voice of Daniel Webster were, according to all accounts, most imposing. In appearance he really was, to employ a hackneyed phrase, one of nature's noblemen. And though his biographer seems disposed to deny to him the power of originating great ideas, he possessed what is perhaps a more useful faculty, namely, that of embodying and expressing in the most telling forms ideas which, if not new, had been inchoate and dim in the public mind until he gave them life. Mr. Ledge has something, but not much, to say of his personal failings, and part.cularly of his looseness in money matters. Though possessing a clearer and futler knowledge of theoretical finance than most men in either his day or ours, he seems to have been quite incapable of managing his own affairs, and he acquired in later life a habit of spunging upon his friends,-tor that is the literal truth of the matter,-which argued a strange absence of sensitiveness and selfrespect. It is hardly worth while for any one to try to excuse this vice. It is better for the frank biographer to state the facts as they are and let the man's whole career and character abide by the general conclusions to be drawn from the simple truth. And as to Webster it may be said that his worst errors and failings inflicted more harm upon himself than upon his country. Her he served with splendid ability and extensive usefulness. If by temporizing with the insatiable South he helped to make the inevitable collision more disastrous, on the other hand he gave to the North that ideal of the Union which is now accepted everywhere without sectional distinction, and by his powerful financial arguments he afforded aid and comfort to the defenders of a rational and honest currency, at a time when delusions of the most fantastic and misshievous kind were abroad. Mr. Lodge has cone his work in this instance carefully and well. The picture he paints of Daniel Web ster is in the main faithful, and the biographer's comments and explanations are at once candid and appreciative. It is of course not a full-length, but rather a cabinet, picture, and those who desire anecdote, and who may perhaps have been expecting the exploitation of the many strange and fabu lons stories which have Webster for their hero, will be disappointed. But it is a fair presentation of a life which as a whole was great and even splendid, and which was emphatically devoted to the cause of American nationalism. "Here," as Mr. Lodge remarks in closing, "hes the debt which the American people owe to Webster, and here is his meaning and importance in his own time and to us today. His career, his intellect and his achievements are inseparably connected with the maintenance of a great empire, and the fortunes of a grea people. So long as English oratory is read or studied, so long will his speeches stand high in literature. So long as the Union of the States endures, or holds a place in history, will the name of Daniel Webster be henored and remembered, and his stately eloquence find an echo in the hearts of his

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Line for PLY MOUTH (London). Children in Packet
and HAMBURG Saturday seamers at a marginer.
Line in Line in Planta in Planta in Planta in Planta
Saturday seamers. Saturday State in Loker.
First
Cabin on Saturday Steamers. 865 and \$70. Excursion rates
great reduced. Send (or "Pouristy Gazette."
KUNHARDIEL, O. Geo. Asts. No. 61 Broad-at., N. Y.
C. B. RICHARD & CO., Geo. Pass. Agts., 61 Broad-at., N. Y.

WHITE STAR LINE.

VINTED STATES AND ROYAL MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.

NOTICE.—The steamers of this lats the laze stones
recommended of lagatemant Mairy, U. S. N., on order the
outward and no new arry for a res.

Saturday, July 14, noon entward and no noward royards
hattannic Cant. Petry Saturday, July 14, noon
Rett Ball Cast Petry Thursday, July 19, 4 p.m.
RETTIC Cant. Gleadell Saturday, July 19, 4 p.m.
GEBRIAN IC Cant. Kennedy Saturday, July 28, noon
AD IATIC Cant. Senior Thursday, July 28, no
AD IATIC Cant. Senior Thursday, July 18, no
AD IATIC Cant. Senior Thursday, July 18, no
AD IATIC CANT. Senior Cant east feet, adorting the green in control and sites. Return the tests on favorable terms, steerage from the bid density, sit from New. York, 524.

These sictions parent in the civil a sheep appoints.

There are no sheep and other alon asson upply 1 113.

Company's offices, No. 37 Broadway, New York, Ageal.

C.I., BARTLETT & CO., Agests, Boston, BARRITT & CATTEEL, Agests, Pullaleipala.

Steamboats and Railroads.

A.-HUDSON RIVER BY DAYLIGHT .-A. Stoamers ALBANY and C. VIBBARD daily, except Sundays, leave, Brooklyn by Anner at 8 a.m., Vester-18, par at 8.33, and West-Matter 19 a.m. for Albany, randing at Nyack and Turn of the ferry. West Point, Newburg, Pougskeepen (finitespeck), with Ulster and Delaware R. R. at Castell with Catakill and Ulster at Charles and Castell and Castell with Catakill doubtain R. R., and at Albany with trains for the NORIM and WEST and with SPECIAL SARATOGA EXPRESS. A LBANY BOATS. PEOPLE'S LINE, DREW and ST. JOHN leave nor 41. N. R., foot of Ca-nalets, every WEEK DAY at 6 p. m., connecting at Albany Bunday norang seas not with trams north, west and east

FOR BEIDGEPORT and all points on HOU-SATONIC and NAUGATUCK RAILROADS-Steamers leave Catherine-slip at 11 t. m., 3:40 p. n.; 230-st., &ast Kiver, 3:40 p. m. Fare lower than by any other reacts. FOR BOSTON. The latest evening train, with through Pulman sleepers, leaves Grand Central De pot at 11.34 p. m. week days; Sundays, 10.30 p. m. Morning train, 10.59, week days. Sundays, 10.30 p. m. NEW YOPK AND NEW ENGLAND RAILROAD.

NEWPORK AND NEW-ENGLAND RAILROAD.

FALL RIVER LINE, for FALL RIVER, BOSTON AND THE EAST. The most agreeable route to the William River Resorts of New-England and the provinces.

Manmoth new iron steamer — And world renowned steamer PILGUIM.

Leave New-York on alternate days (Smindays moluded) at 5:30 p, m, from Piec 23. North River, foot of Murray-st. Connection by Anner boat from Brooklyn at 5 p, m, Jersey City at 4 p, m, GRAND PROMENADE CONCERTS

every evening by the spiendid bands and orchestras attached to the steamers.

Leng water route; full sight's rest; five morning trains to Boston; short rail ride (time seventy-dise minutes).

For NEWPORT LINE

FOR NEWPORT AND OLD COLONY.

Leave New-York on alternate days (Sundays excepted) at 6 p, m, from Pier 28, North River.

Thekate and state-to-omy for both lines may be secured at all principal moles, trainsfor and ticket offices, at the office on Pier & Sach on steamers.

BORDEN & LOVELL.

GEORGE L. CONNOR.

FOR RONDOUT, KINGSTON, AND CATE
Newburg, Marthoro, Milton, Polksepsie, Esopous, connecting
with Ulster and Delaware, btony Clove and Rasterskill Rail
roads. Steamboat City of Springfield leaves Tuesday, Taurs
day, Saturday, at 5 p. m., from Harrison-at.

day, Saturday, at 5 p. m., from starrison-at.

EHIGH VALLEY RAILROAD.—Passenger

trains leave desoits loot of Cortiandt and Desbrosses 12.

at 8:10 a. m., 3:40 and 7 a. n. for daston, Sathlene n. Allentown, Reading, Manch Chunk, Wiltenbarre, Fow and a. Viverity, thace, Geneva, Crous, Bullato and the West. Pullman through coaches ran latir, Local rails at 7 a. n. and 5:15 p. m. 3-r Easton, Sethichem and 19:18.7

Trainsiesving at 6:10 a. n. 1 and 6:15 p. m. compositive all polation whatenovand dastiscance 1:19 at 8:1112/ic side local for Manch Chunk 8:10 a. m. Leave Manch Chunk 8:10 a. m. Leave Manch Chunk 14 p. m. General Easters Office, corner of Church and Cortlandities.

Steamboate and Mailroads.

T ONG ISLAND RAILROAD. NEW.YORK PASSENGERS—Leave James-slip 55 minutes, 7th-st. 25 minutes, 34th-st., Kast River, 15 minutes before Long Island City time. ANNEX BOAT from Pier 17, 760t of Pine-st. Essat River, 130, 8:30, 9:35, 112 m., 2:00, 3:05, 4:05, 5:05, 6:05 p. m.

James Slip Ferry and Annex Boats do not run on Sunday.

LEAVE LONG ISLAND CITY FOR.

BABYLON-8:05, 8:36, 11:05 a. m., 3:35, 4:35, 5:35, 7:05

p. m. Sunday 8:30, 9:00 a. m., 7:35, 8:00 p. m.

PATCHOGUE-8:35 a. m., 3:35, 4:35, 5:35 p. m. Sundays
8:30, 8:00 a. m., 7:35 p. m.

PAB ROCKAWAY -9.05, 10:05, 11:05 a. m., 2:05, 3:30, 4:30, 5:35, 6:05, 7:05 p. m. 12:15 night, Wednesday and Saturday only. Sundays 8:30, 9:30, 11: a. m., 23, 4:35, 6:35 p. m. Sundays Sad, 9:30, 11: a. m., 23, 4:35, 6:35 p. m. Sundays Sad, BARBOR-8:35 a. m., 3:35, 4:35, 5:35 p. m. Sundays
SAG HARBOR-8:35 a. m., 3:35, 4:35, 5:35 p. m. Sundays 9 a. m. GREENPORT (SHELTER ISLAND)—8:35 a. m., 3:35, 4:35 a. m., 8:35, e.;35 a. m., 8:435 a. m., 8:436 a. m., tran. GARDEN CITY, HEMPSTEAD—8.35, 9:05 a. m., 1:35, 9:35, 4:36, 6:36, 6:36 p. m., 12:15 night, Wednesday and Satarday only. Sundays 9 (9:35 a. m. Garden City only), 1:35, 6:35

day only. Sumiays 9 (9:35 a.m. Garder City only), 1:30, 0:30 p. m.

GLEN COVE, SEA CLIFF, LOCUST VALLEY, OYSTER BAY—8:45, 9:05 a.m., 1:35, 4:35, 5:35, 6:35 p.m. Sundays 9:35 s.m., 6:35, 9:15 p.m.

HUNTINGTON, NORTHPORT—9:05 a.m., 4:35, 5:35, 6:35 p.m. Sundays 9:05 a.m., 4:35 p.m. Sundays 9:05 a.m., 4:35 p.m. Sundays 9:05 a.m., 4:35 p.m. Sundays 9:05 a.m. Ronkonsoma—8:35 a.m., 3:35, 5:35, p.m. Sundays 9:36 a.m. Sundays 9:36, 7:35, 8:45, 11:35 a.m., 3:35, 4:35, 6:35, 8:35, 7:365 p.m. Sundays 9:35, 11:36 a.m., 3:00, 5:35 p.m. Sundays 9:35, 11:36 a.m., 3:00, 5:35 p.m. Sundays 9:35, 11:30 a.m., 3:00, 5:35 p.m. Sundays 9:35, 11:30 a.m., 3:00, 5:35, 11:30 a.m

8.20 p. m. Sundays 8.30, 0.30, 11 a. m.; 1, 2, 8, 4, 5:10, 6:15, 7:10, 6 p. m.

NEW-YORK CENTRAL AND HUDSON
RIVER RAILROAD.—Commencing June 18, 1883, through trains will isave Grand Central Depot.

S. m., Western and Northern Express to Rochester and Montreal, with drawing-room cars.

8.40 s. m., Special Express for Chicago daily, with Dining Cars, stopping only at Albany, Utica, Syracuse, Rochester, Butalo, Erne, Cleveland and Toido.

6. m., Saratoga - pecial, daily except Sunday; also Lake George and Mootreal.

10.30 a. m., Chicago Express, drawing-room cars to Canan daurus, Rochester and Ruffalo; also Richield Springs.

11 a. m., to Albany and Trov, with connection to Utica, Saratoga, Glens Falls, Lake George and Rutland.

3.30 p. m., saratoga special. Daily, except Sunday. Runs through to Lake George Saturdays only;

4 p. m., Acconduccation to Albany and Trov,

6 p. m., 84, Louis Express, with sleeping cars for St. Louis: running through every day in the week; also Ningara Falls.

Buffalo, Cincinnat, Toledo and Detroit.

6.30 p. m., Express daily, except Sunday, with sleeping cars to Syracuse and to Auburn Road.

ton.

11 p. m., Night Express, with sleeping cars to Albany and Troy. Connects with morning trains for the West and North. Tickets on saie at No. 5 Bowling Green, 252 and 413 Broadway, and at Westcott's Express Offices, 3 Park-place, and 785 and 942 Broadway, New-York, and 333 Washin-ton and 854 pulsons, Broadtyn.

J. M. TOUCEY, Gen. Sup't. Gen. Passenger Agent.

NORWICH LINE
NORWICH LINE
To Boston, Worcester, Nashua, Portland and the East.
The new Iron Steamer
CITY OF WORCESTER,
CONTROL WORLD BOSTON AND THE STEAM AN Without exception the most elegant boat on the Sound, and the favorite CITY OF BUSTON, leave Pier No. 40, North River, foot of Watts-st., next pier above Desironses-st. Ferry, daily, except Sundaya, at 6:15 p.m.

the favorite
leave Pier No. 40. North River, foot of Watts-at., next pier above Desbrosee-st. Perry, daily, except Sundays, at 6:15 p.m.

PHILADELPHIA AND READING RAILROAD New Jersey Central Division.—Station in NewYork, foot of Liberty at. Station in Brooklyn, foot of Fultonat., Brooklyn Bridge Pier.
Commencing June 24. 1833. Leave New-York.
6:45 a. mi.—For Florungton. Easton. Wind Gap. Mauch
Chunk. Tamanund. Tamaqua, Harleton. Drifton, Scranton.
Upper Leingh. Fromington, High Bridge Branch. Schooley's
Ba, m.—For Florungton, High Bridge Branch. Schooley's
Ba, m.—For Florungton, High Bridge Branch. Schooley's
Hounday. Barrisburg. Mauch Chunk, Williamspo-t,
Tamaqua, Nanticoke. Upper Leibigh. Scranton. &c.
Tamaqua, Nanticoke. Upper Leibigh. Scranton.
Editor. Manch Chunk. Hazieton, Wilkesbarre. &c.
Habitg. Manch Chunk. Hazieton, Wilkesbarre. &c.
Habitg. Manch Chunk. Hazieton, High Bridge Branch. Shooley's
Month Sp. m.—For Esaston, Wind 3ao, Mauch Chunk, Tamaqua,
Drifton. Wilkesbarre. Scranton. Hazieton. &c.
5:30 n.m.—For Esaston, Alentown, Reading. Harrisburg,
Manch Chunk. Wilkesbarre. &c.
Sunday trains leave at 8. 845 a. m., 1:30, 4, 5:30, 9, 1:2 p. m.
For Newsrk at 5. 645, 615, 645, 7:15, 7:30, 8, 815, 8:30, 9, 9:15, 9:45, 10:15, 10:45, 11:15, 2 m. 12:45, 1:15, 2, 2:30, 3, 3:30, 4, 4:30, 5:615, 6:45, 7:15, 7:30, 8, 815, 8:30, 9, 9:15, 9:45, 10:15, 10:45, 11:15, 2 m. 12:45, 1:15, 2, 4, 4:30, 6 p. m. Sundays 845 a. m., 12m: 40. m.

NEW-JERSEY SOUTHERN DIVISION.

STEAMERS LEAVE PIER 8, N. R.

For Atlantic Highlands, 4:30, 9:15, 10:15, a.m., 3:45, p. m.
For Calantic Highlands, 4:30, 9:15, 10:15, a.m., 3:45, p. m.
For Calantic Highlands, 4:30, 9:15, 10:15, a.m., 3:45, p. m.
For Calantic Highlands, 4:30, 9:15, 10:15, a.m., 3:45, p. m.
For Calantic Highlands, 4:30, 9:15, 10:15, a.m., 3:45, p. m.
For Calantic Highlands, 4:30, 9:15, 10:15, a.m., 3:45, p. m.
For C

245 9. m. for Vineland, Britzeion. &c.
4:30 p. m. for stations to Standy Hook.

BOUND BROOK ROUTE.
For TRENTON and PHILADELPHIA.

Lave New York from foot of Liberty-st.
For Philadelphia, Ninth and Green sta. at 7:45, 9:30, 11:15
a. m., 1:30, 4:630, 5:30, 7, 12 p. m. Standay at 8:45 a. m., 1:30, 4:30, 5:30, 7 p. m. On Standay at 8:45 a. m., 1:30, 4:30, 5:30, 7 p. m. On Standay at 8:45 a. m., 1:30, 4:30, 5:30, 7 p. m. On Standay at 8:45 a. m., 1:30, 4:30, 5:30, 7 p. m. On Standay at 8:45 a. m.
For Trentein, 7:45, 9:30, 11:15, 130, 4:430, 5:30, 7, 12
p. m. On Standay, 8:45 a. m. 5:30, 12 p. m.
Return trains leave Philadelphia for New York:
From Stations Philadelphia Green sta. at 7:35, 8:39, 19:30, 11:a, m.; 1:15, 3:45, 5:40, 6:45, 11:p. m. On Standay at 8:30 a. m., 5:30, 12 p. m.
Dr. Standay Berks etc. at 5:10, 8:20, 9 a. m., 1, 3:30, 5:20, 6:30 a. m. Standay at 8:13 a. m., 6:35 p. m.
Drawling Room Carks are attached to all day trains, and Stelephia Connection is made at Jersey City.
Tickate for sale at foot of Liberty-st., and at the principal hotels, and Annex Office, Brooklyn Bridge Pier, Brooklyn.
N. Y. Transfer Company will call for and check baggage from hotels or residence to destination.
J. E. WOOTTEN, General Manager.
C. C. BANCOCK, Gen. Pass, and T. K't Agent.

CITY, RIVER AND HARBOR TRANSPORTATION

COMPANY.

Office, Pier 18, N. R., foot of Cortlandt-st.

Consignments of freight forwarded as directed to any par

of the world.
UNEQUALLED FACILITIES FOR DISPATCH. Orders received for delivery of all kinds of freight and mer chandise to any part of the city. SEA AND HARBOR TOWING AND RIVER AND HAR-

BOR LIGHTERAGE.

Freight of every description promptly lightered to any poin Freight of every description promptly against to any point in the harbor at reasonable rates. STEAMBOATS, BARGES AND GROVES TO CHAR-TER FOR EXCURSIONS. Steamers John H. Starin and Erastus Corning for NEW-HAVEN, leave Pier 18 N. R., at 9 p. m. daily. [Saturdays

excepted.)
METROPOLIS EXPRESS CO., between New-York and New-Haven. Care and dispatch guaranteed. Freight for points on D., L. & W. R.R. received at Pier 19.

For New-Haven and points East, at Pier 18.

NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Cents, via Steamers from Iron Pier 1, E. R., Whitehall-st.
CENTRAL SHIPYARD, Communicaw, N. J.-Dry Docas, Machine and Boiler Shops. Everything appertaining to the construction and repair of vessels.

THE SPECIAL NEW-YORK AND WHITE MOUNTAINS

AND WHITE MOUNTAINS

Express train, with parior and other cars through, will on and after July 2, 1883, leave Grand Central Depot (N. Y., N. H. and H. R. R.), at 9 a. m. daily, except Sundary, connecting at Wells River with express train for Newport. Vermont, Quebec, etc., and arriving at the mountains early in the eventure. Parior car seats may be engaged in advance at D. R. car ticket office in G. C. Depot, or by addressing carlot of the C. T. HEMPSTEAD, G. T. A.,

Grand Central Depot, New-York.

C. T. HEMPSTEAD, G. T. A.,
Grand Central Depot, New-York.

WEST SHORE ROUTE.

OPEN TO ALBANY AND SARATOGA.

'14 West Shove of Hudson River.

On and after Monday, July 9, trains on New-York, West Shove and Buffalo Railway will leave via Desbrosses and Cortisudt st. ferries as follows:

For Saratoga, 11:10 a. m., 3:39 p. m.

For Palenville, Catro, Mountain House station, 11:10 a. m.,

For Sangertles, 11:10 a. m., 4:10 p. m.

For Sangertles, 11:10 a. m., 4:10 p. m.

For Sangertles, 11:10 a. m., 4:10 p. m.

For Sangertles, 11:10 a. m., 3:30 p. m.

For Kaaterskill, Hunter, Summit, Pine Hill, Phoenicla, 3:30 a. m.

11:10 a. m., 2:50 p. m., 3:50 p. m.

Silv to Summit.

Kineston, Highland, Poughkeeptis, Marthoro, *8:30 a. m.,

11:10 a. m., 2:50 p. m., 4:10 p. m., 3:50 p. m., 6:20 p. m.

Corawath, West Point, Crauston's, *5:30 a. m., *8:30 a. m.,

11:10 a. m., 2:50 p. m., 3:50 p. m., 4:10 p. m., 5:20 p. m.,

Corawath, West Point, Crauston's, *5:30 a. m., *8:30 a. m.,

Haverstraw Station and Fairmont-ave., *5:30, *8:30, 9:30. p. m. Haverstraw Station and Fairmont-ava. *530, *830, 9:30, 11:10 a.m., 250, 3:30, 4:10, 6:20, *5-50, *8 p. m. Valley Cettage, *5:30, 5:30 a.m.; \$1:0, 5:20, *5:50 p. m., and 8:30 a.m. on bundays only.

Nyack Tumpike, *5:30, 5:30 a.m.; \$1:0, 5:20, *5:50 p. m., and 8:30 a.m. ou Suadays.

Rockland Park, Orangoburg, *5:30, 9:30 a.m.; *5:30 p. m.

Bianveltville, *5:30, *6:30, 9:30 a.m.; \$1:20, *5:50 p. m.

West Norwood, Randalis, Bergendeld, *5:30, 9:30 a.m.; \$20, *5:50 p. m.

*20, *5:50 p. m. and 4:10 p. m. for Bergendels.

*20, *5:50 p. m. and 4:10 p. m. for Bergendels.

*20, *5:50 p. m. 30, *9:30 a.m.; *1:10 a.m., *3:50, *4:10, *5:20, *5:50 p. m.

aily. Other trains daily except Sunday.

Buffet parlor cars to Phenicia, in Catakill Mountains, on 11:10 a. m. train.

Parlor Euffet cars on 11:10 a. m. and 3:50 p. m. trains for Catakill. Albany and Saratoga.

Catakili. Albany and Saratoga.

Tickets and time-tables at stations and at offices of the company: Jersey City. Pennsylvania. Railroad Station; Bruckiya, No. 4 Courtest, and Annex office. fost of Fultonst.: New York City. Nos. 162, 207, 201, 419, 946, 1,323. Broasway, No. 737 6th ave., No. 108 fast 122th-st., Pennsylvania Italiroad Station, foot of Desbroasca-st., and foot of Cortiand Lat.

Farior car seats reserved at all offices.

THE WEST SHORE ROUTE a magnificently constructed and aplendidly equipped

HENRY MONETT, General Passenger Agent. BOSTON, VIA STONINGTON LINE.

Steamers NARRAGANSETT and STONINGTON daily (except Sandays) from Pier 33 N. R., Jay-at., at 5 p. m. Three morning trains from steamers' landing tarough to Boston.

PROVIDENCE LINE.

PROVIDENCE LINE.
For Providence direct, and to orto on Narragansett Bay Stoamers REODEISLAND and MASSACHUSETT'S from Stoamers REODEISLAND and MASSACHUSETT'S from Pier 29, N. R., Warragansett, daily (except Sundays), 5 p. m. P. W POPPLE, Gen'l Paus Agent, No. 177 West-St., Now-York. No. 177 West-st., New-York.

TROY BOATS—CITIZENS' LINE.—New
stoamers BARATOGA and CITY OF TROY leave Plar
No. 44, N. R., foot of Christopher-st., daily except attentar, at
6 p. m., connecting with morning trains for all points North.
Sunday steamer touches at Albany.

Steamboats and Mailrogba BALTIMORE AND OHIO RAILROAD
MODEL PART LINE TO THE WEST.
Vie Philadelphia, Baltimore and Washington.
Trainsleave from Ponnsylvania R. R. Doped.
1 p. m., oxcoot Sunday, for Washington and di paints West.
7 p. m., Dalily Yash EXPENSS, through eleoping committee to Chicago, Clacinnati, St. Louis. Connects for all points
Work. West, 12 MIDNIGHT, Daily for Washington and all notate West For Time-Tables, Tickets, Sleeping Berths and Buggare apply at Company's office, 315, 21 and 695 Broadway, 32 Fulton-st., Brooklyn. NEW-YORK AND LONG BRANCH R. R.

Stations in New-York Pennsylvania R. R., foot Cortlands, st. and Desbrosses. L. LRAVE NEW-YORK, commencing June 24, 1981.

POT South Amboy, via Phila. & Reading R. R. 745, 9, 11 a. m.; 245, 4, 6 p. m. Sundaya, 8, 45 a. m., 12 m., 4 p. m., 4 p. m., 710 a. m., 12 m., 5 p. m. Sunday 9, a. m., 4 p. m., 4 p. m., 245, 4, 430, 6 p. m. Sundaya, 8, 45 a. m., 12 m., 5 p. m. Sunday, 9, a. m., 245, 4, 430, 6 p. m. Sundaya, 8, 45 a. m., 12 m., 4 p. m., 245, 4, 430, 6 p. m. Sundaya, 8, 45 a. m., 12 m., 4 p. m., 245, 4, 430, 6 p. m. Sundaya, 8, 45 a. m., 12 m., 4 p. m., 12 m., 4 p. m., 12 m., 5 p. m. Sundaya, 8, 45 a. m., 12 m., 4 p. m., 12 m., 4 p. m., 12 m., 6 p. m., 12 m., 4 p. m., 12 m., 5 p. m. Sundaya, 8, 45 a. m., 12 m., 4 p. m., 12 m., 4 p. m., 12 m., 6 p. m., 8 p. m. Sundaya, 8, 45 a. m., 12 m., 4 p. m., 12 m., 6 p. m., 8 p. 9 a. m. Por Lakewood, Toms River, Barnegat, &c., via Phila & Reading R. R., 745 a. m., 245, 4 p. m. For Freehold, via Phila & Reading R. R., 745, 9, 11 a. For Freehold, via Phila & Reading R. R., 745, 9, 11 a. m., 245, 4, 4:30, 6 p. m. For Vineland, Bridgeton, 6, 245 p. m. &c. 2.45 p. m.
C. G. HANCOCK,
J. R. WOOD, H. H. NIEMAN
G. P. & T. A., P. & R. R. R. G. P. A., P. R. R.
ACUE Sept G.P. & T. A. P. & R. R. R. G. P. A. P. R. R. ACCES OF NEW-HAVEN. MERIDEN, HARTFORD, SPRINGFIELD, HOLVOKE, MONTREAL and intermediate points. Steamers leave Pier No. 25. E. R. act n. R. and 11 p. m. (Sundays excentral), connecting with trainant NEW-HAVEN for MERIDEN, HARTFORD, SPRINGFIELD, &c. Tickets sold and usages checked at 18 pt. 18 roadway, N. Y. and 4 Court-st., Brooklya. Excursion to New-Haven and return, \$150.

DOPULAR SHORE LINE.—For Providence, Boston and the East. All rain from Grand Central Boston and the East. All rais from Grand Central Depot. Three express trains daily (Sundays excepted) to Boston at s.a. m., 2 n. m. (parlor our attached), and 10 p. m. (with palace sleeping-cars). Sundays at 10 p. m. (with palace sleeping-cars). Newport express leaves Grand Central Depot at 1 p. m.; arrives at Newport 7.4 p. m. Parlor-car attached.

PENNSYLVANIA RAILROAD

LONG BRANCH. FROM STATIONS FOOT OF DESBROSSES-ST. FOOT OF CORTLANDT-ST. SPLENDID PASSENGER CARS.

7:10 a. m., 9 a. m., 12 noon, 3:10 p. m., 4 p. m., 5 p. m., 8 p. m., LEAVE NEW-YORK ON SUNDAYS 9 a. m. and 5 p. m.
RETURNING TRAINS
LEAVE LONG BRANCH ON WEEK DAYS

LEAVE NEW-YORK ON WEEK DAYS

a. m., 8 a. m., 9:20 a. m., 12:36 noon, 4:43 p. m., 5:50 p. m., LEAVE LONG BRANCH ON SUNDAYS 9:20 a.m. and 5:51 p. m. Direct connection to and from Brooklyn via Annex Boats, which ply between Jersey City and foot of Folton st., Brook-

TICKETS, BAGGAGE CHECKS AND FULL INFORMA may be obtained at the following offices of the company :

NEW-YORK.

Nos. 849 and 435 Broadway. No. 1 Astor House, No. 846
Broadway, station foot Desbrosses at., station foot Cert-landt-at., station Jorsey City, Busch's Hotel, Hebboken. BROOKLYN.
No. 4 Court-st., Brooklyn Annet station, foot of Fulton-st.

CHAS E. PUGH.

Gen'l Manager.

J. R. WOOD,

Gen'l Passenger Agent. DENNSYLVANIA RAILROAD.

PENNSYLVANIA RAILROAD.

On and after June 30, 1883.

GREAT TRUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New York via Deshroases and Carciants

Street Ferries as follows:

Harrisburg, Pittsburg, the West and South, with Pullmage
Palace Cars attached, Na. m., 6 and Sp. m. daily. New York
and Chicago Limited of Pariot, Diming, Snoking and Sie st.

80. m., connecting at Corry for Titusville, Patrolou n Cestre and the Oil Bortons.

81. m., connecting at Corry for Titusville, Patrolou n Cestre and the Oil Bortons.

Balthoner. Washington and the South, "Limited Washington Enter and the Oil Bortons.

Enteress" of Pullman Parior Caradaily encopt Sandar, 13

Enteress" of Pullman Parior Caradaily encopt Sandar, 13

Enteress" of Pullman Parior Caradaily encopt Sandar, 13

E. and O. R. R., 1 and 70 m., and 13 sight, via B. and 2 R. B., 1 and 72 m., and 13 sight, 1 and 12 night, via B. and O. R. B., 1 and 70 m. and 12 night, via B. and 0 R. B., 1 and 70 m. and 13 night.

For Atlantic City, except Sunday, 11:10 a. m., 1 and 2 p. m.

For Cape May, except Sunday, 11:10 a. m., and 1 p. m.

For Cape May, except Sunday, 11:10 a. m., and 1 p. m.

Long Branch. Bay Head annoy, 11 v. via 9 t. m., 12 noon, sold ston at Asbury Park, Bontas of "Brooklyn Annex", come net with all through trains at Jersey City, affording a speedy and direct far afortor Brooklyn travel, speedy and direct far afortor Brooklyn travel, more printed parts from Rocking travel, m., 7:30 and 10:50 m. m. Prom Baitimore, 6:30, 6:50 a. m., 3:50, 5:30, 9:33, 10:35, and 10:50 p. m. Prom Raitimore, 1:20 p. m., on Sunday, P. Component Printed P

THE OLD-ESTABLISHED ROUTE AND SHOLT LINE

THE OLD-ESTABLISHED ROUTE AND SHORT LINE

20 TRAINS EACH WAY WEEK-DAYS AND 3 ON 3 OF A DAY, DETATIONS IN PRILADELPHIA, 21.2

DAY, DETATIONS IN PRILADELPHIA, 21.2

DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT, AND THE FASTEST TIME CONSISTENT WITH ASSOLUTE SAFEITY

EXPRESS TRAINS ISSUED ON THE PROPERTY OF THE SAFEITY

EXPRESS TRAINS ISSUED ON THE SAFEITY OF THE SAFEITY

5.15, 7.20, 5, 8.30 OF and 10 Limited), 11 a.m., 1. 3:20, 3:40, 4. 5, 6. 7.5 and 9p. m., and 12 might. Sandaya, 5, 8 OF Limited, and 10 a.m., 4, 5, 7, 8 and 3p. m., and 12 might. Express Trains Issue New-York daily, except Sunday, at 7:20 a.m. and 4 p. m. graning through via Transon safe Camben.

Returning, trains leave Broad at Station, Philadelphia 12.00.

Camden.
Returning, trains leave Broad.st, Station, Philadelphia, 12:01.
8:10, 3:20, 3:45, ::35 (except Monday), 8:50, 7:30, 8:20, 8:30,
11, and 11:10 a.m. (Limited Express 1:30 and 5:20 p. m.b.
13, 4, 5, 6, 6:30, 7:45, Sand 5:00 m. 0. Sunday, 12:01.
8:15, 3:20, 3:45, 4:35, 8:30 a.m. 4 (5:20 Limited), 8:30,
7:45, Sand 8:20 p. m. Leave Philadelphia via Camden,
9: a.m. and 4:30 p. m. daily except Sunday,
Ticket Offices, 4:35, 4:45 and 19:44 Broadway, 1. Astor House Ticket Offices, 433, 549 and 944 kroatway, I Astor House and foot of Desbrosses and Cortlands sts. 4 Court-st, and Brucklyn Anner Statton, foot of Fulton-st., Brooklyn Nos. 114, 116 and 118 Hudson-st, Hoboksa: Station, Jersey City; Emigrant Ticket Office, No. 5 Battery Piace and Castle

The New-York Transfer Company will call for and check CHABLES E. PUGH.
General Manager,
General Pass'r Agent RONDOUT and Kingston Line.—Steames
James W. Balowin leaves Monday, Wedt aday and Priday at 4 p. m. from foot Harrison-at. making m.nal insulings
and connecting with Uister & Delaware and Stony Clove it.

THE ERIE RAILWAY, now known as the NEW-YORK, LAKE ERIE AND WESTERN RAIL-ATTAINGEMENT OF THE ROAD.

ATTAINGEMENT OF THE STATE OF THE STA

1410. arriving 7:25.a. m. Niagara Falls 9 a. m. Salamanea 7:10 a. m. Cleveland 1340 p. m. Clonismati 8:20 p. m. St. Jouis 8:40 a. m. second day. Connecting trains arrive Detroit 8:10 p. m.; Toledo, 5:25 p. m.; and Indicapolis. B. p. m. (Dally)—Pacific Express for the West. A Solid Train of Pullman Day and Sileping Coaching to Binghamton, Elmita, Buffalo, Niagra Falls. Cincinnati and Ennoage. Hostel and Burfeet macking Coaching to Binghamton, Elmita, Buffalo, Niagra Falls. Cincinnati and Sileping Coaching to Binghamton, Elmita, Buffalo, Niagra Falls. Cincinnati and Runcherford and Passauc, n., 7:29, 7:50, 9:30, 10:20 a. m., 12 noon, 1:45, 3:360, 440, 5:10, 5:30, 6:10, 6:30, 7:30, 10:40.3 m., 12 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30, 9 p. m., 12 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30, 8 p. m., 12 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:40, 6:30, p. m. and 12 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30, s. p. m., 1:2 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30, s. p. m., 1:2 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 8:30, 8, p. m., 1:2 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 8:30, 8, p. m., 1:2 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 8:30, 8, p. m., 1:2 midnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 8:30, 8, p. m., 1:45, 8:30, 8, m., 1:45, 8:

Legal Notices.

In the matter of the application of the Attornary-General of the State of New York acaimst THE WESTERN NEW YORK LIFE INSURANCE COMPANY, of Batavis N. Y. To every person having any claim of any nature against the assets of the anove-named insurance company: In pursuance of an order made at a special Term of the Supreme Court, held at the City of Schenestady to the vist day of April, 1883, Mr. Justica Landon presiding, and duly entered the same day in the schenestady County Cierk's office, all persons who, either as policy holders or otherwise, have or intend to asset any claim of any nature what your against the assets of The Western New York Life insurance Company, whether said assets are or may be in the hands of the Hacelvern of said Corporation, or of the Superintendent of the Insurance Department of the State of New York, are nerely required to become parties to those proc. edings, and to exhibit their claims, logother with a statement of the character and nature thereof, to O. O Parker and D. W Tomilianes, Receivers of said Company, at the Stank of Statvia, in the line of the County of Status and the possession of the said Receivers of said company at the Stank of Statvia, in the possession of the said Receiver of the said Statvia, in the possession of the said Receiver of the said superturent dent of the Insurance Department. This notice is published in obedience to the requirements of the above-mentioned order. Dated May S, 1883.

"The New York are admitted to the above-mentioned order. Dated May S, 1883."

"The New York are admitted to the subjective of the subjective of the subjective new of

Grates and Jenders. J. S. CONOVER & CO. GRATES AND FENDERS,

OPEN FIRE-PLACES ND APPURTENANUES IN ALL METALS DIRECT IMPORTERS OF TILES